

Unit 4.7c: Land Use and Urbanism



Smart Growth: What is it?



Thursday, March 7, 2013

Urban Sprawl



What is Urban Sprawl

- **Urban Sprawl** is a pattern of land use that is characterized by spread out automobile dependant development outside of more compact city centers.



Characteristics

- ▶ Excessive land consumption
- ▶ Low population densities
- ▶ Lack of transportation options
- ▶ Wide gaps between development and a scattered appearance



Characteristics

- ▶ Lack of choice in housing types and prices
- ▶ Separation of uses into distinct areas (not mixed)
- ▶ Repetitive single family home development
- ▶ Commercial buildings surrounded by expansive parking



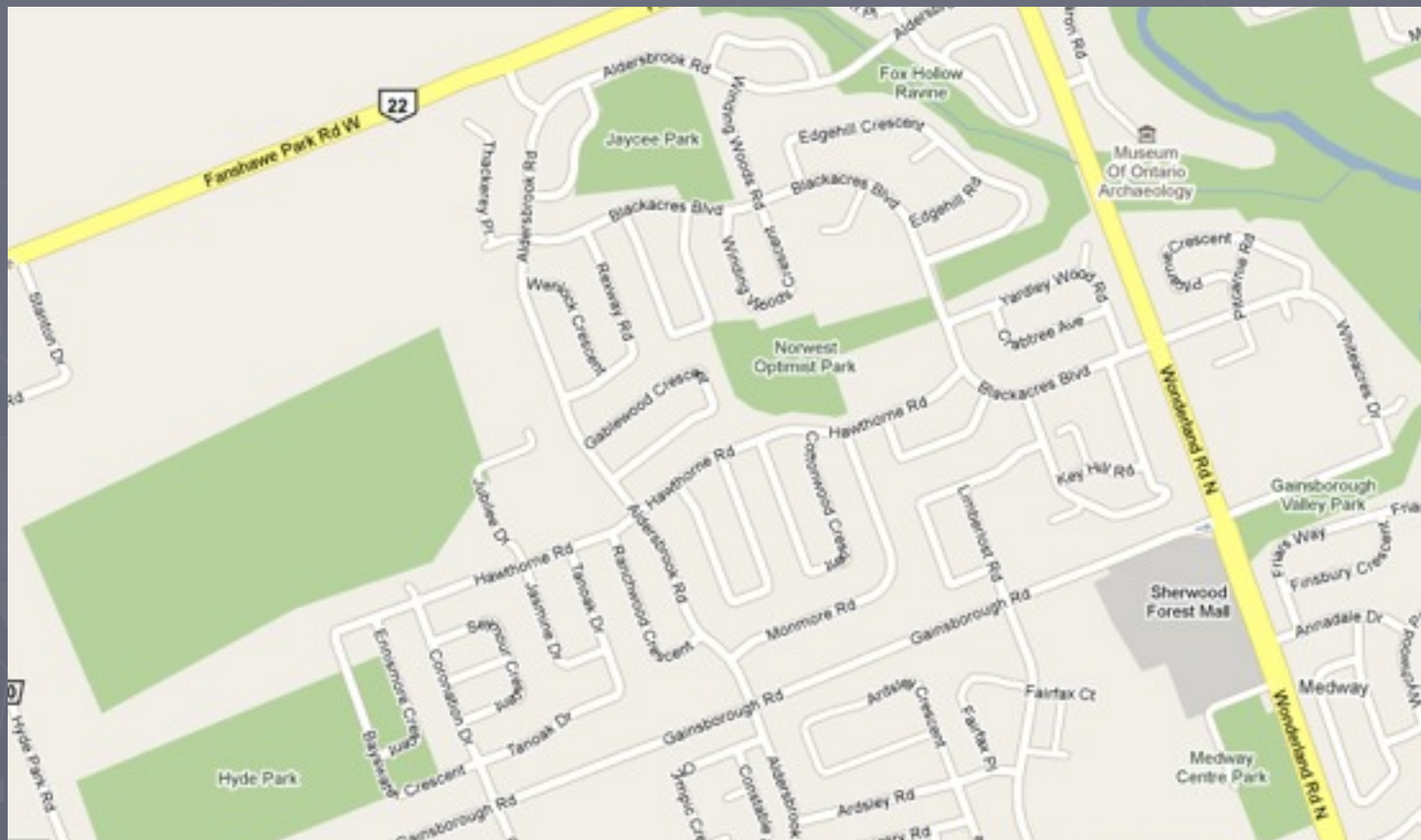
Road Patterns

► Older Urban



Road Patterns

► New Suburban (Urban Sprawl)



The Process

- ▶ Land prices decrease as you move away from the city center
- ▶ Middle class people opt for cheaper homes and a perceived higher standard of living outside of the city
- ▶ Development jumps the borders of the city
- ▶ Growth proceeds sporadically and rapidly until city planners catch up.
- ▶ The car makes it all possible

Problems with Urban Sprawl

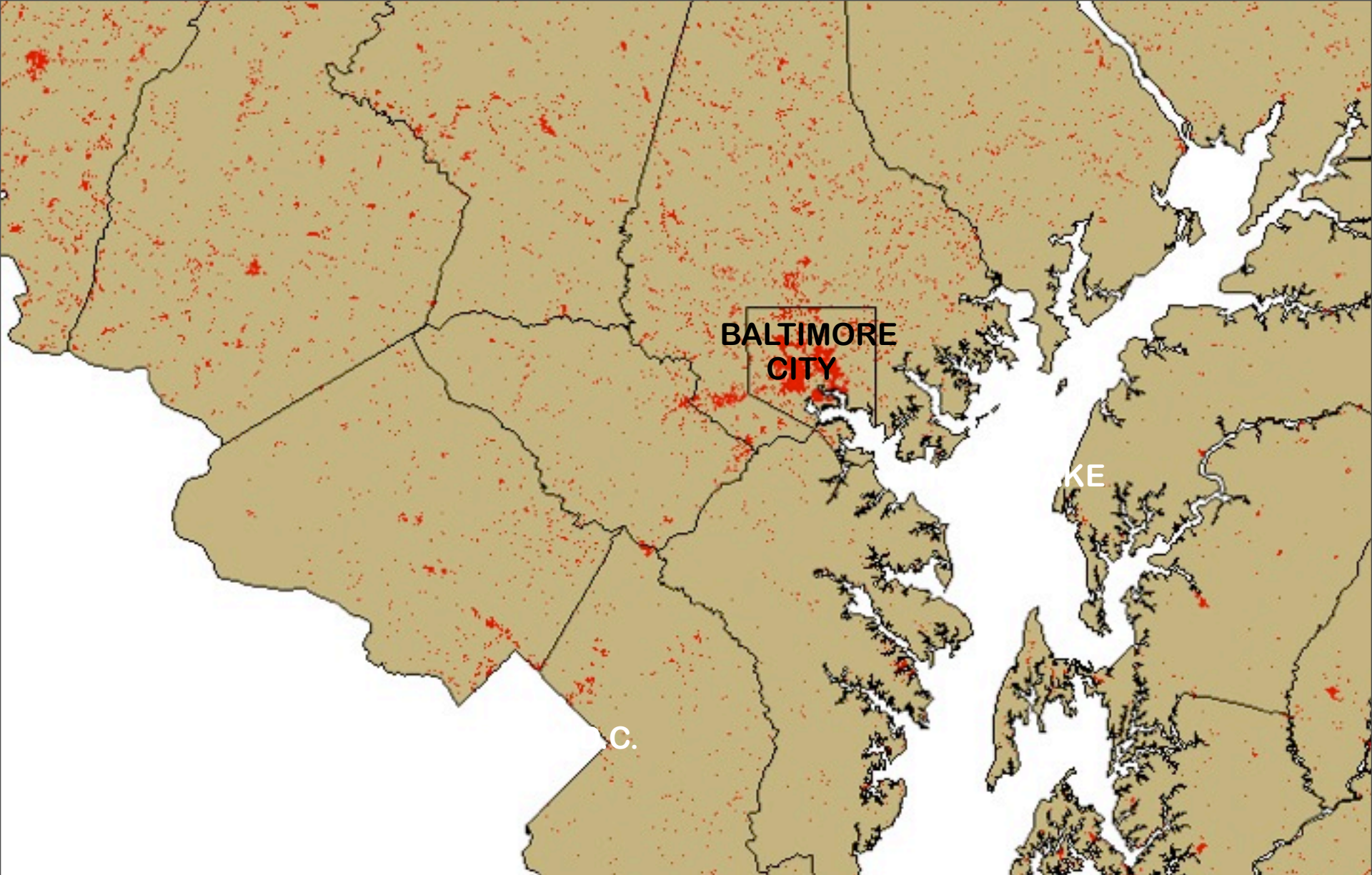
- ▶ Land use conflicts
- ▶ Inefficient land use
- ▶ Increased energy consumption and
- ▶ air pollution
- ▶ Increase in tax burden
- ▶ Social impacts



Land Use Driving Emissions Up

- While cars are getting cleaner, people continue to drive more.
- : Cleaner fuels and vehicle technology has decreased mobile source emissions significantly, but more pollution reductions are still required in some cities.

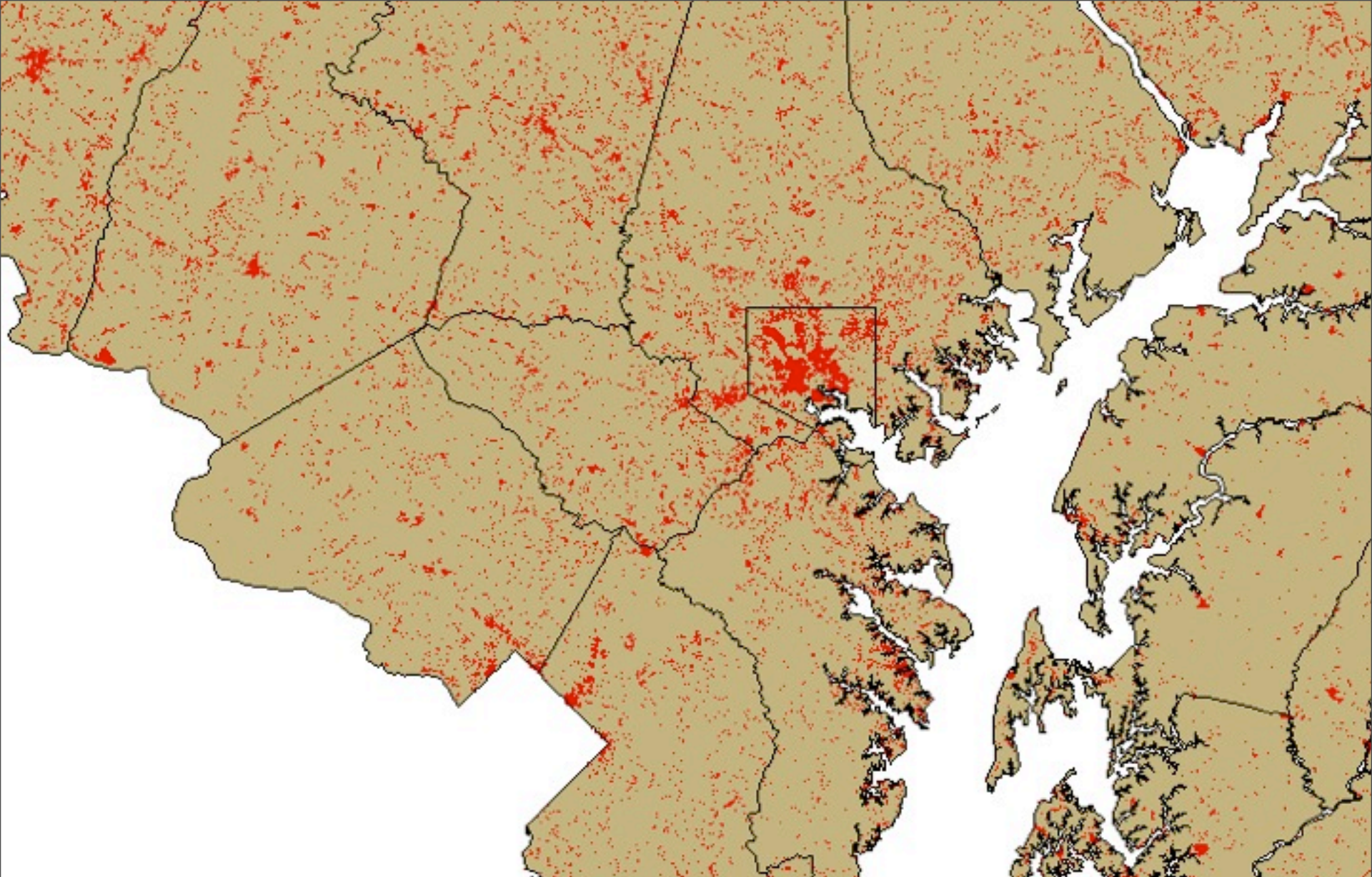




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Development Patterns Before

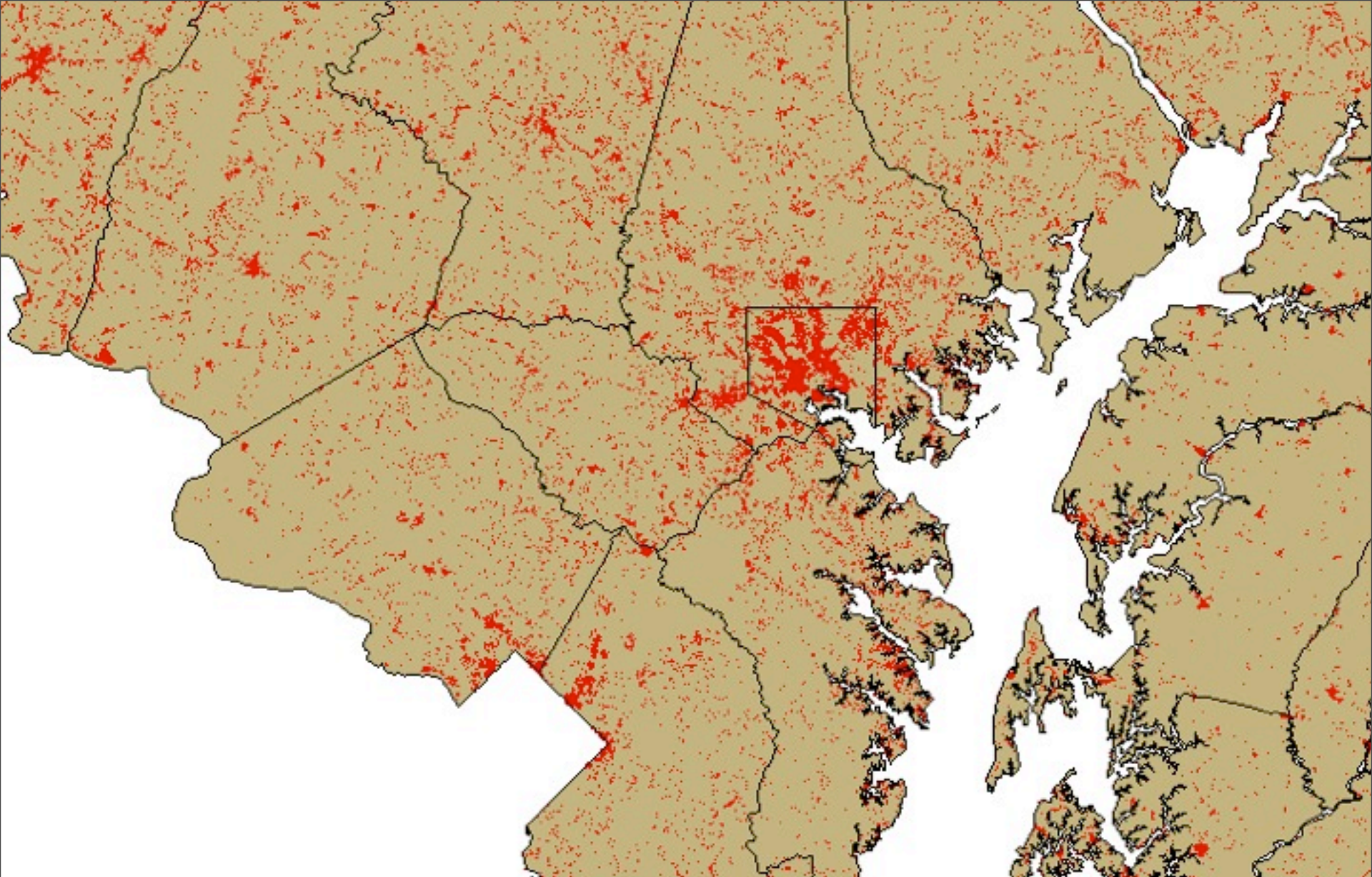
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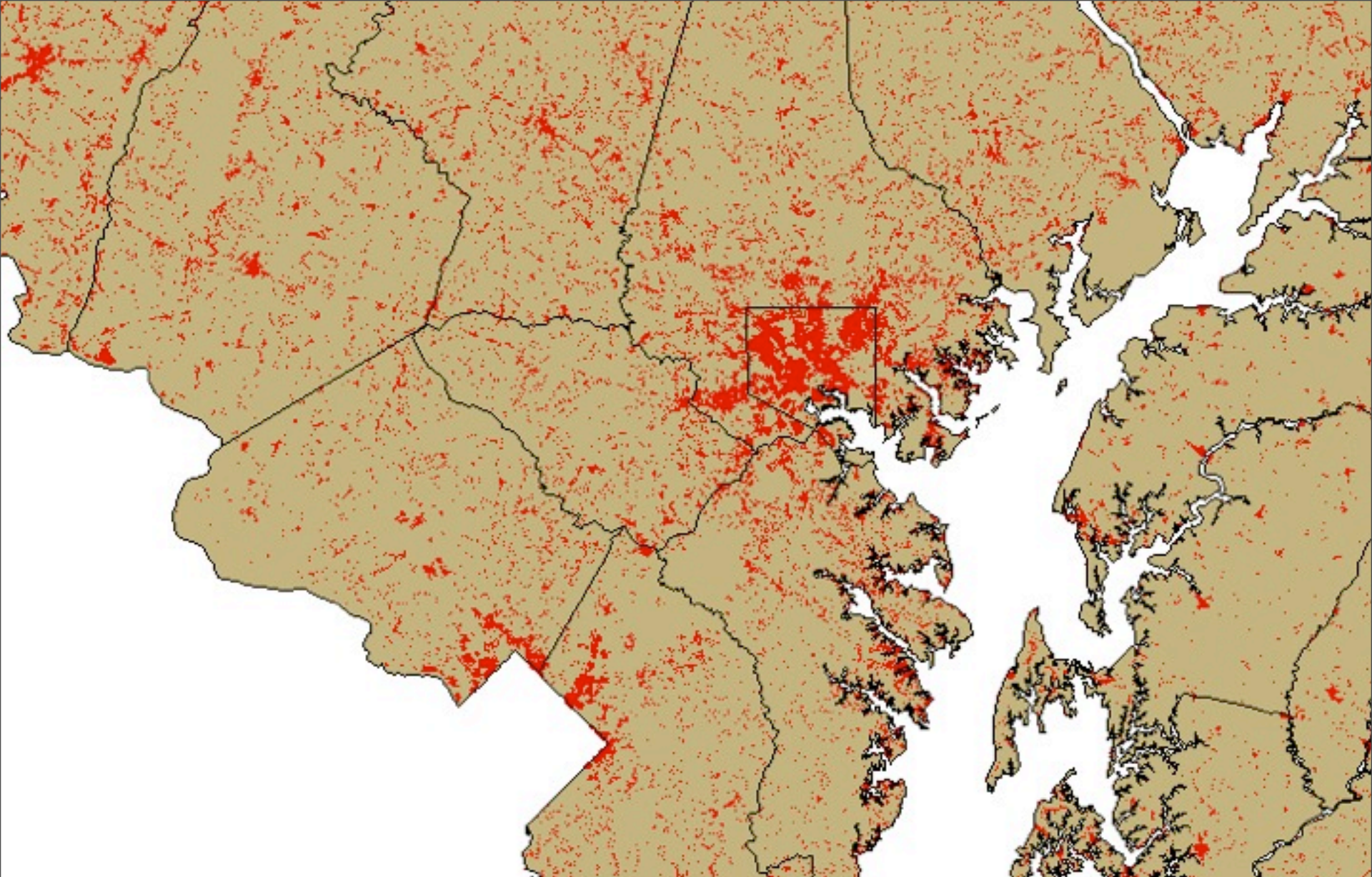
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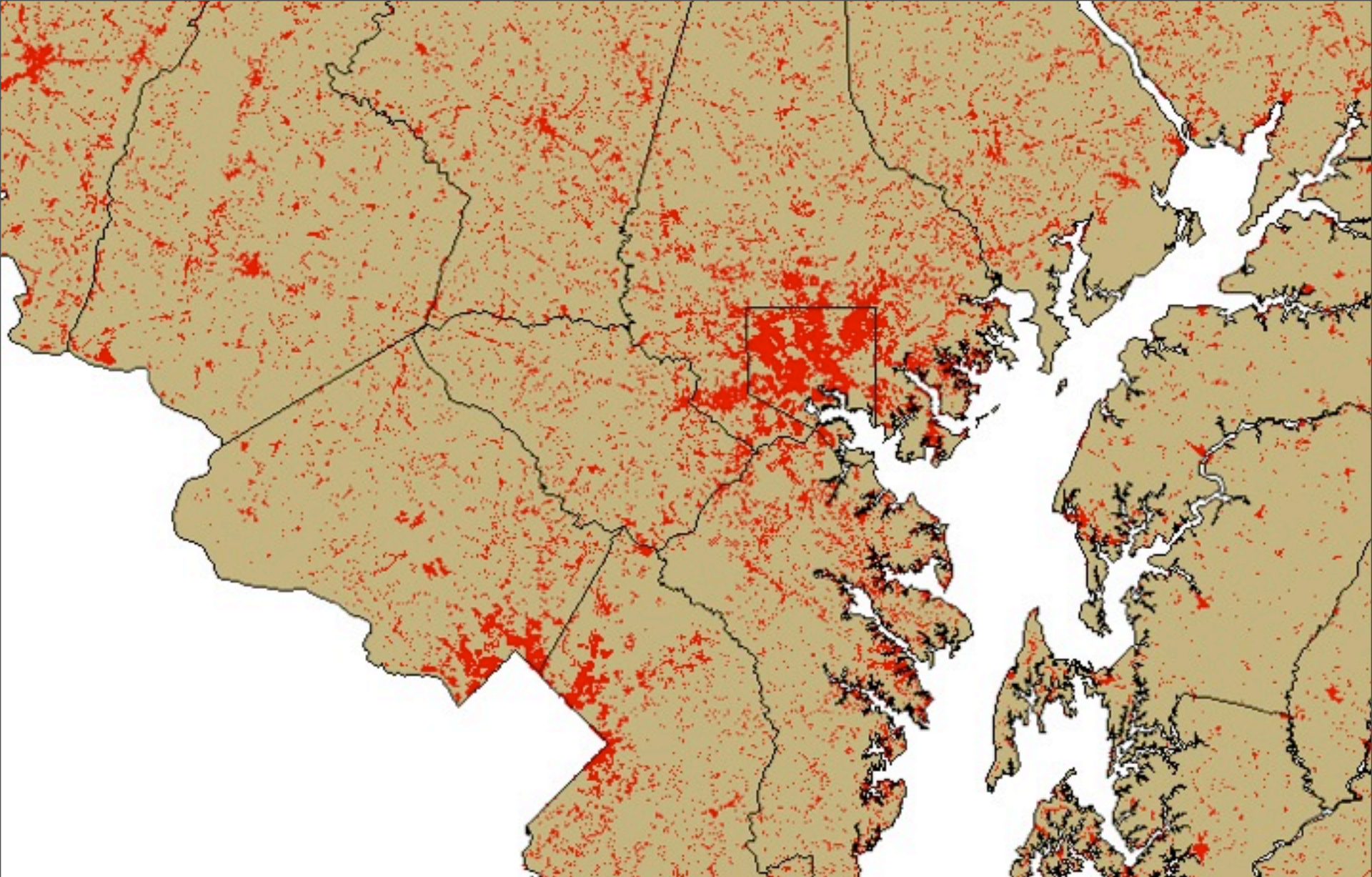
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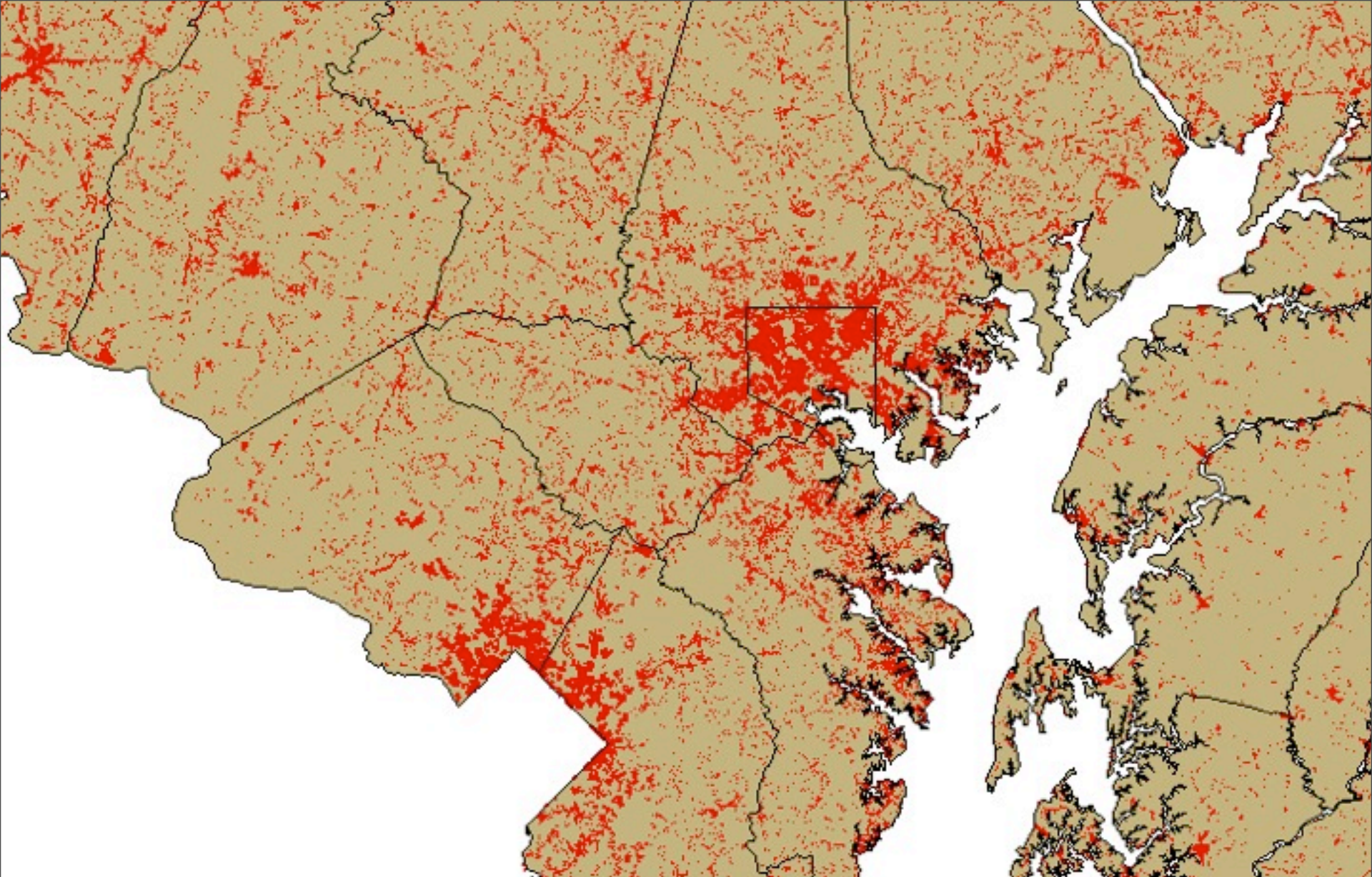
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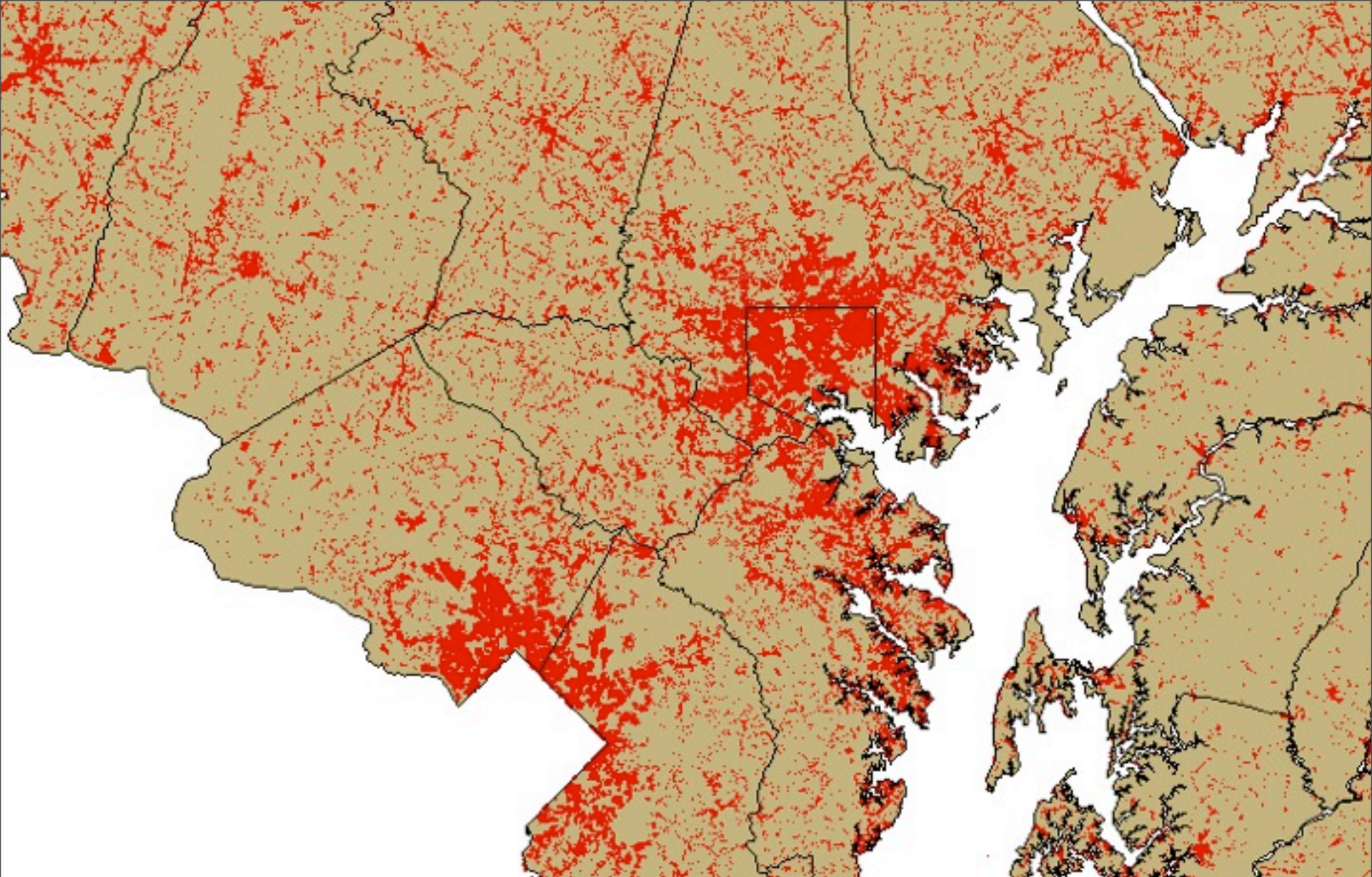
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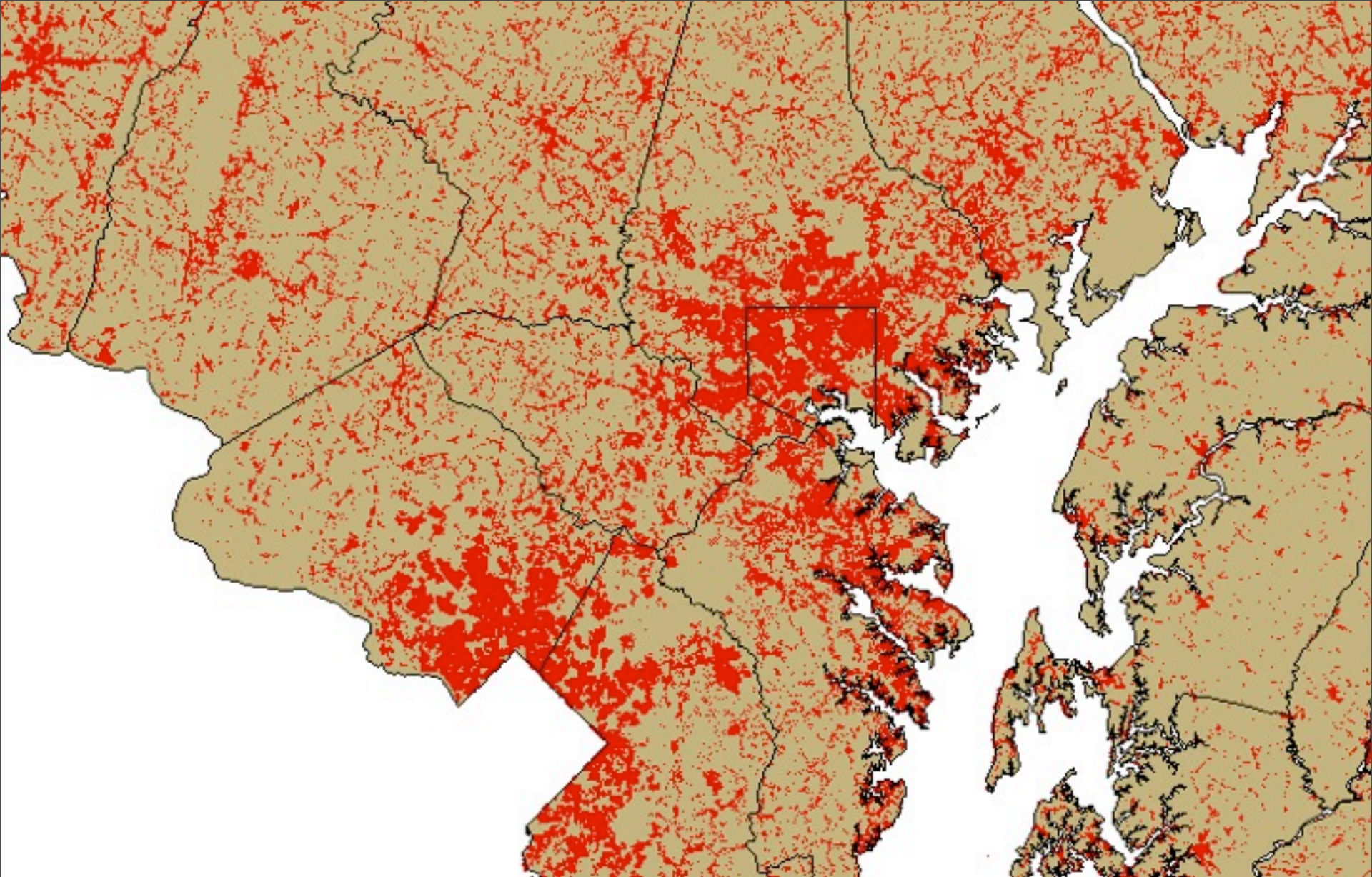
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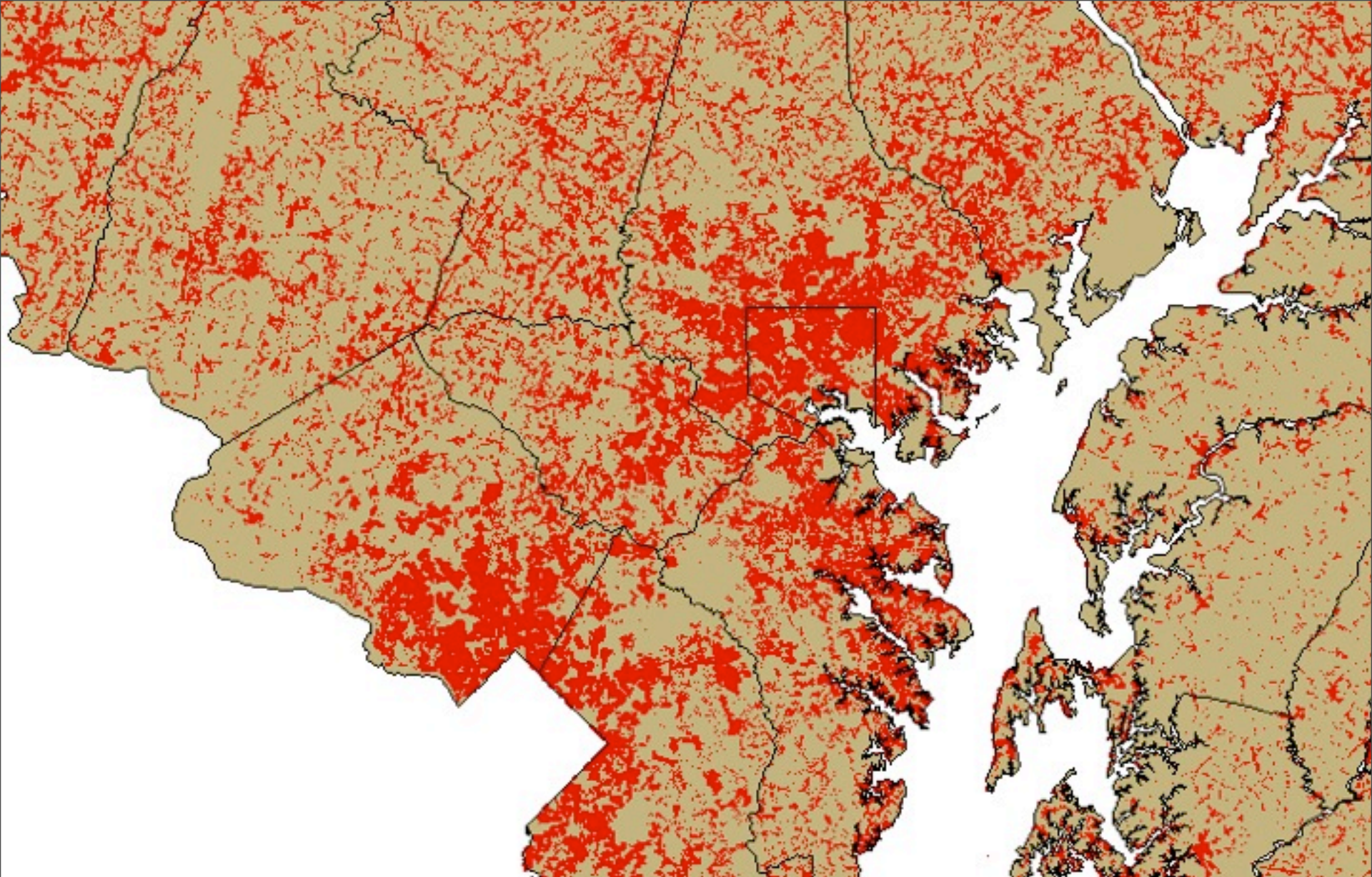
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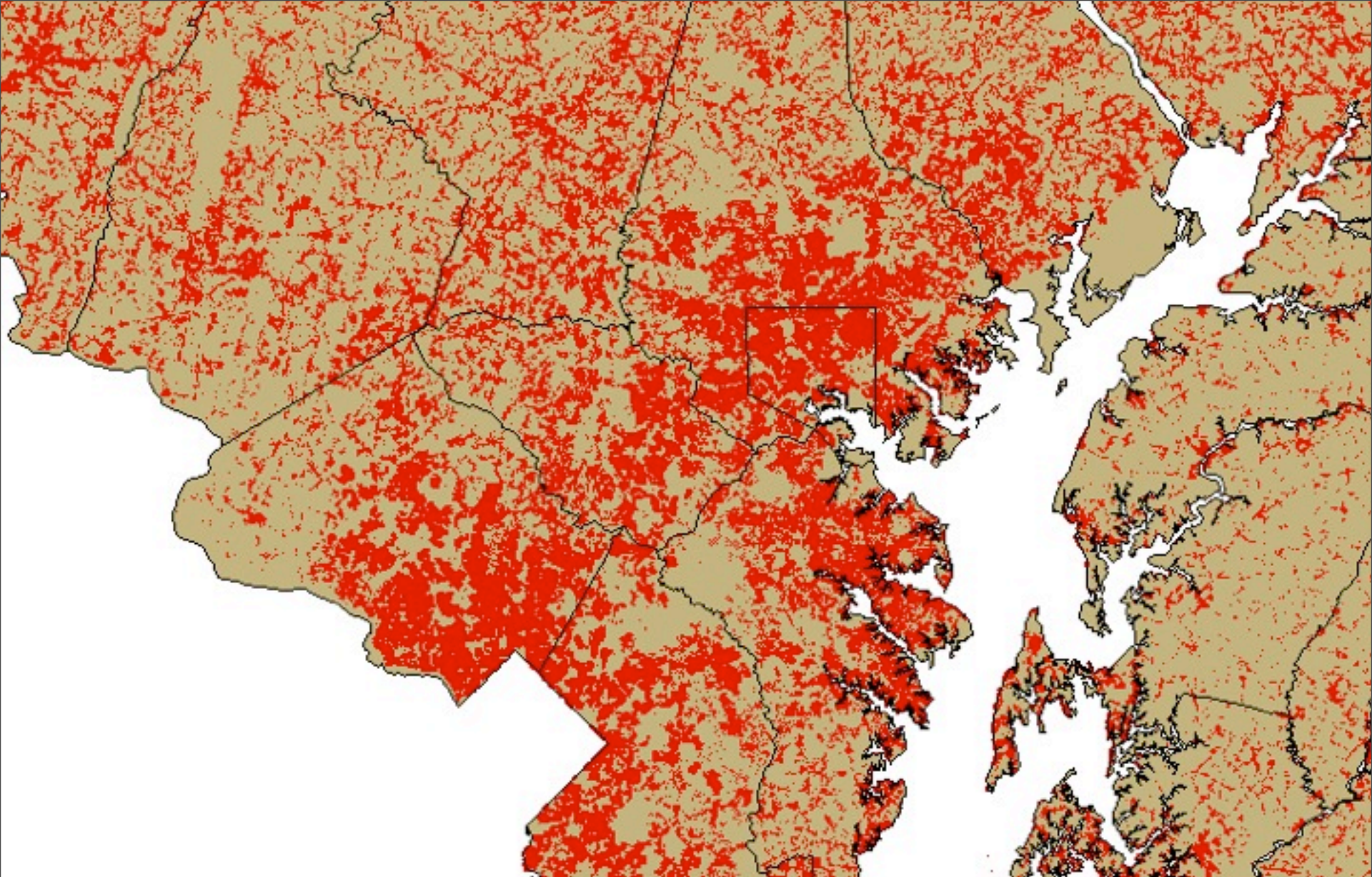
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Development Patterns up to
1980

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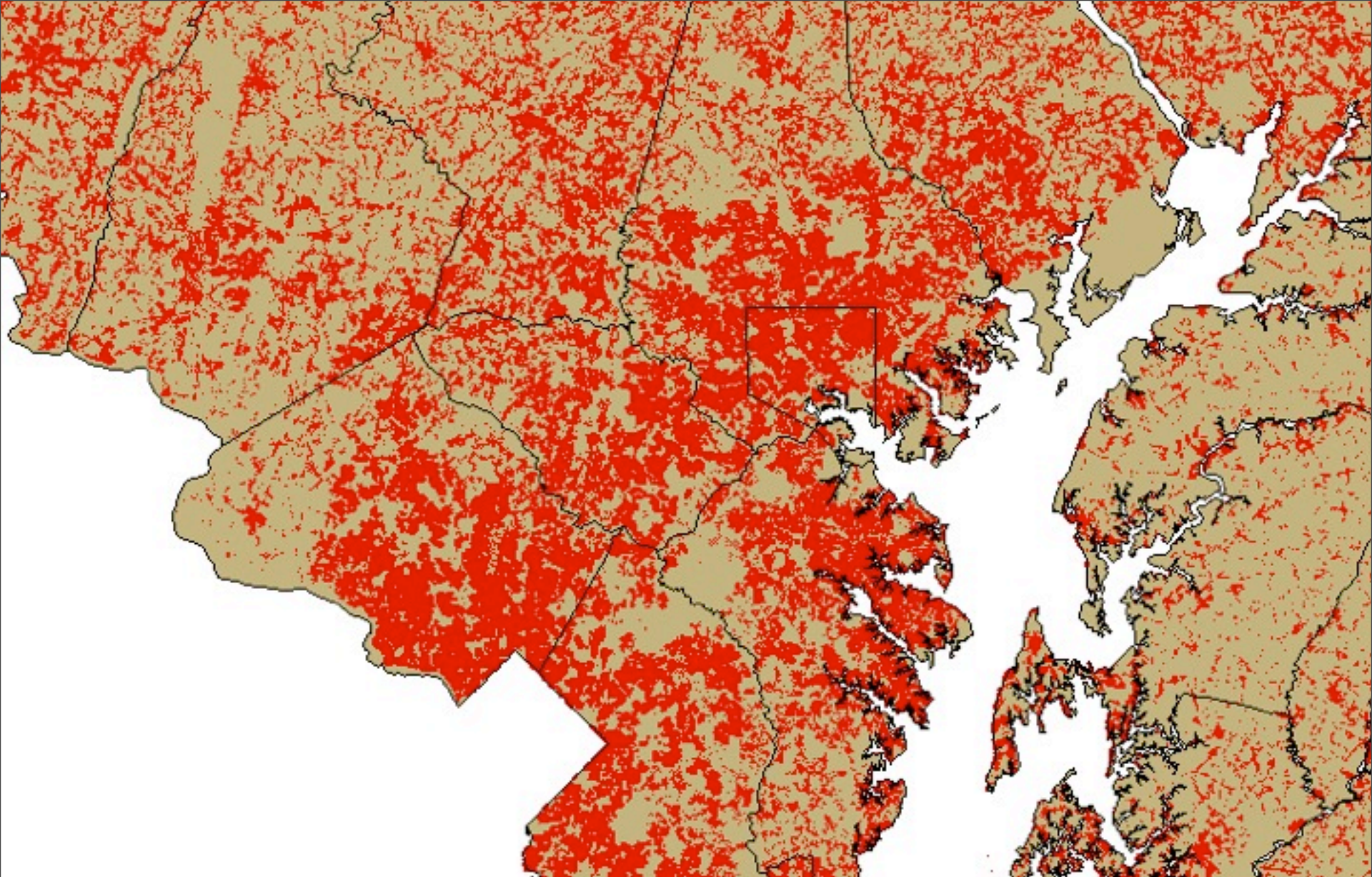
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Development Patterns up to

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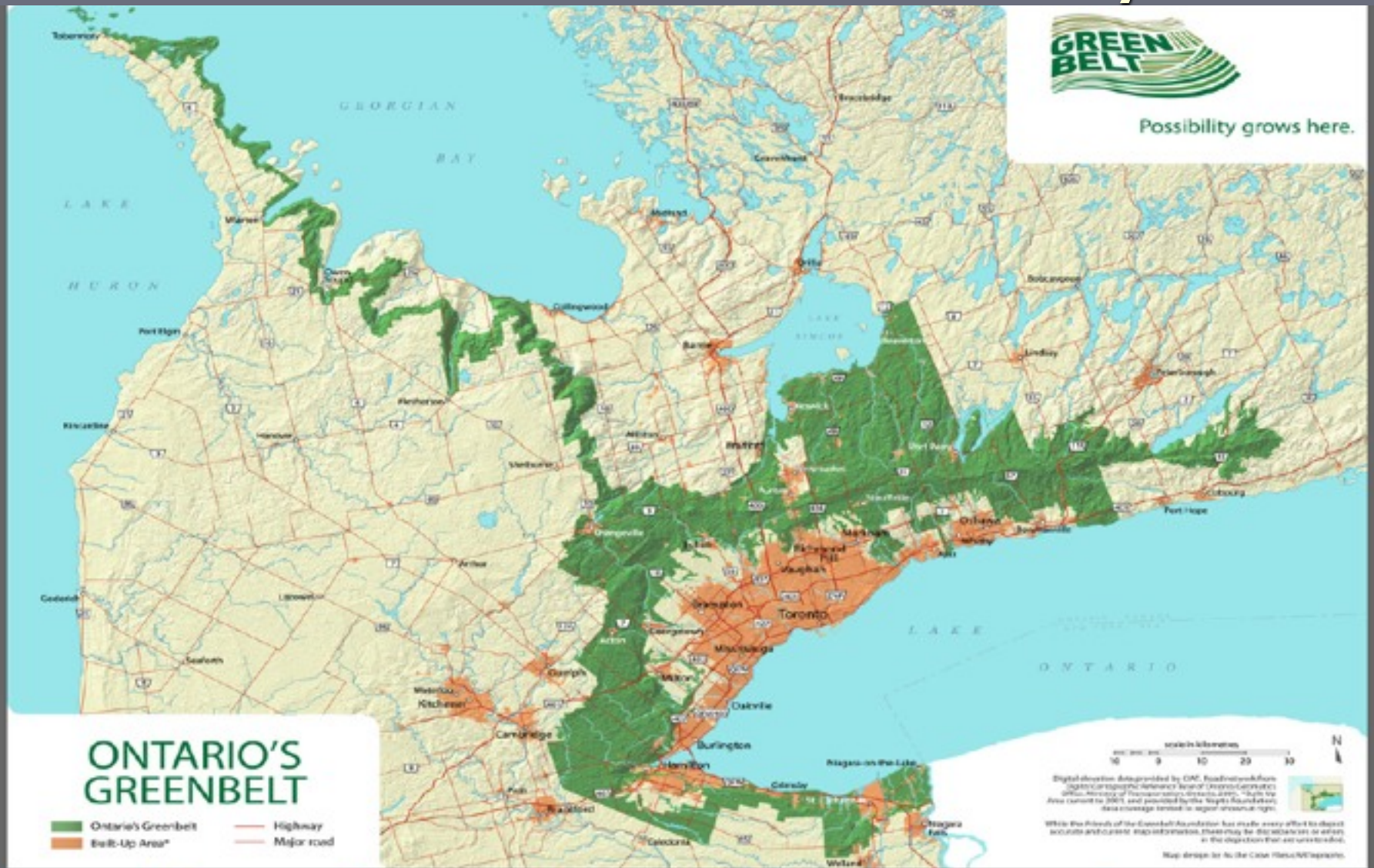
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Some Solutions

- ▶ Smart Growth
- ▶ Increased developer fees reflecting the true cost of urban sprawl
- ▶ Revitalize existing urban spaces
- ▶ Greenbelts



Greenbelts an Greenways



Greenbelts an Greenways

A **green belt** or **greenbelt** is a policy and land use designation used in land use planning to retain areas of largely undeveloped, wild, or agricultural land surrounding or neighbouring urban areas.

Similar concepts are **greenways** or **green wedges** which have a linear character and may run through an urban area instead of around it.

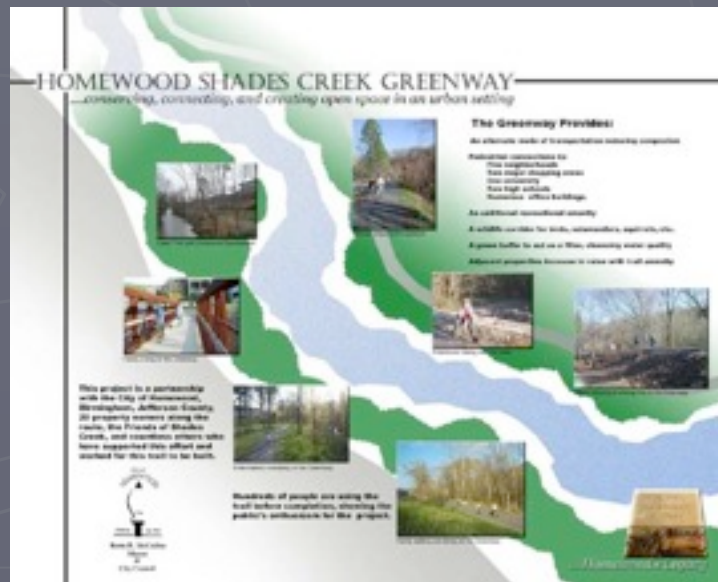
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Purpose of Greenbelts and Greenways

- Protect natural or semi-natural environments;
- Improve air quality within urban areas;
- Ensure that urban dwellers have access to countryside, with consequent educational and recreational opportunities; and
- Protect the unique character of rural communities that might otherwise be absorbed by expanding suburbs.



Benefits of Greenbelts and Greenways

- Walking, camping, and biking areas close to the cities and towns.
- Contiguous habitat network for wild plants, animals and wildlife.
- Cleaner air and water
- Better land use of areas within the bordering cities.



What is Smart Growth?

- Smart Growth is growth that serves community, economy and environment.
 - Economic Development and Jobs
 - Strong Neighborhoods
 - Healthy Communities



Denver, CO

US EPA

Smart Growth Principles

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost-effective.
- Encourage community and stakeholder collaboration in development decisions.



Trend Development



- Land is consumed at a faster rate
- Large lot zoning makes less efficient use of land
- Separate land uses means more pollution and impervious surface per person

State of New Jersey's Office of Smart Growth

Smart Growth



- Take advantage of infill opportunities to allow for development
- Concentrate development and leave more open space
- Mix uses to create transportation choices

State of New Jersey's Office of Smart Growth

Transit Oriented Development (T.O.D.)

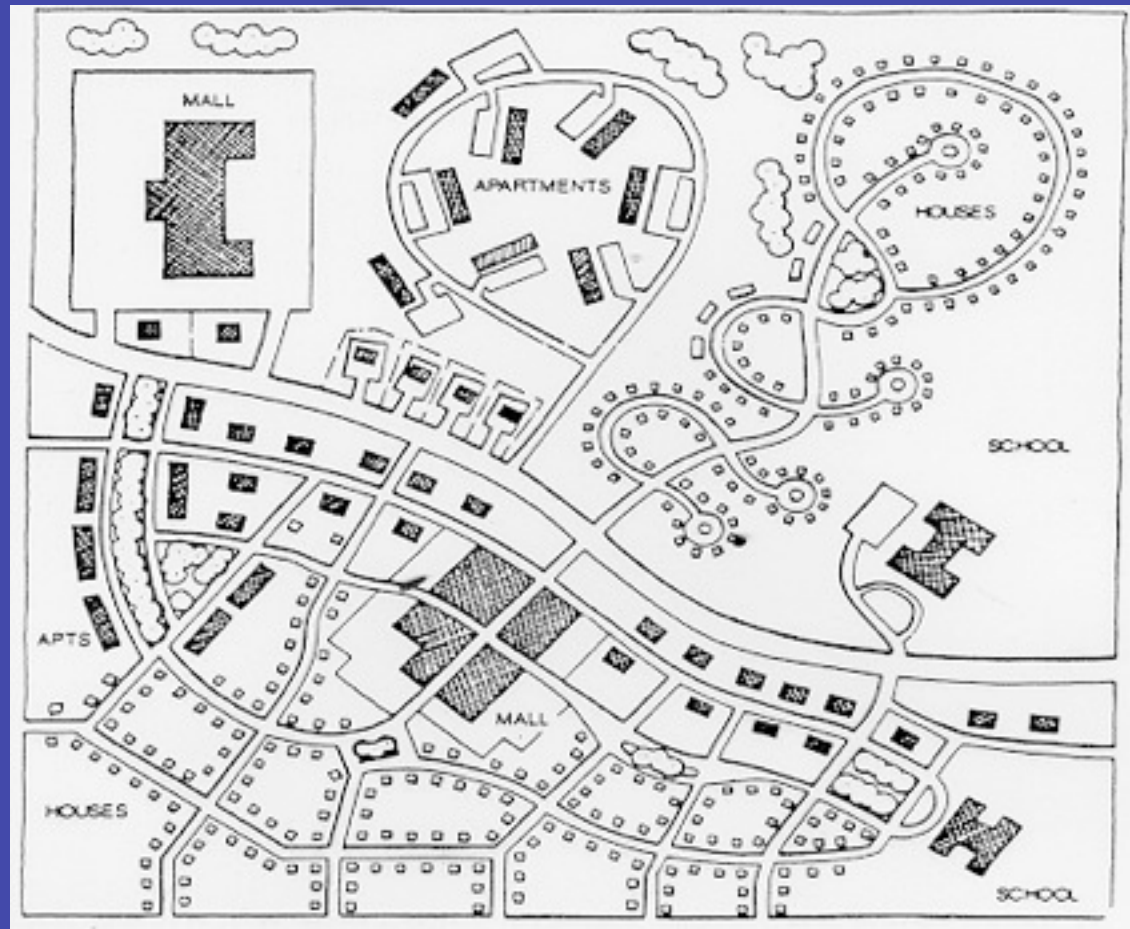


Development Paradigms

Status Quo

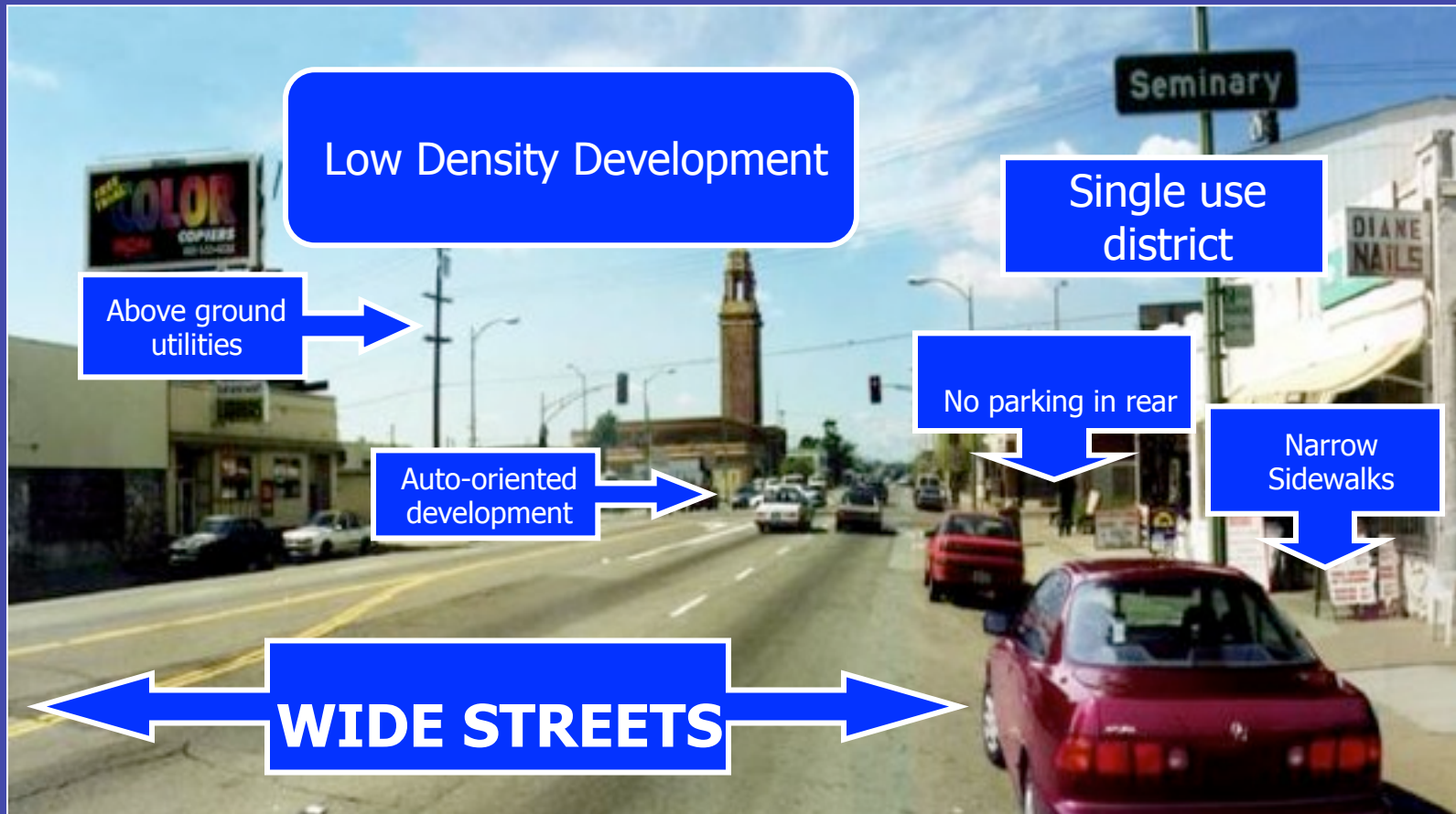


Smart Growth



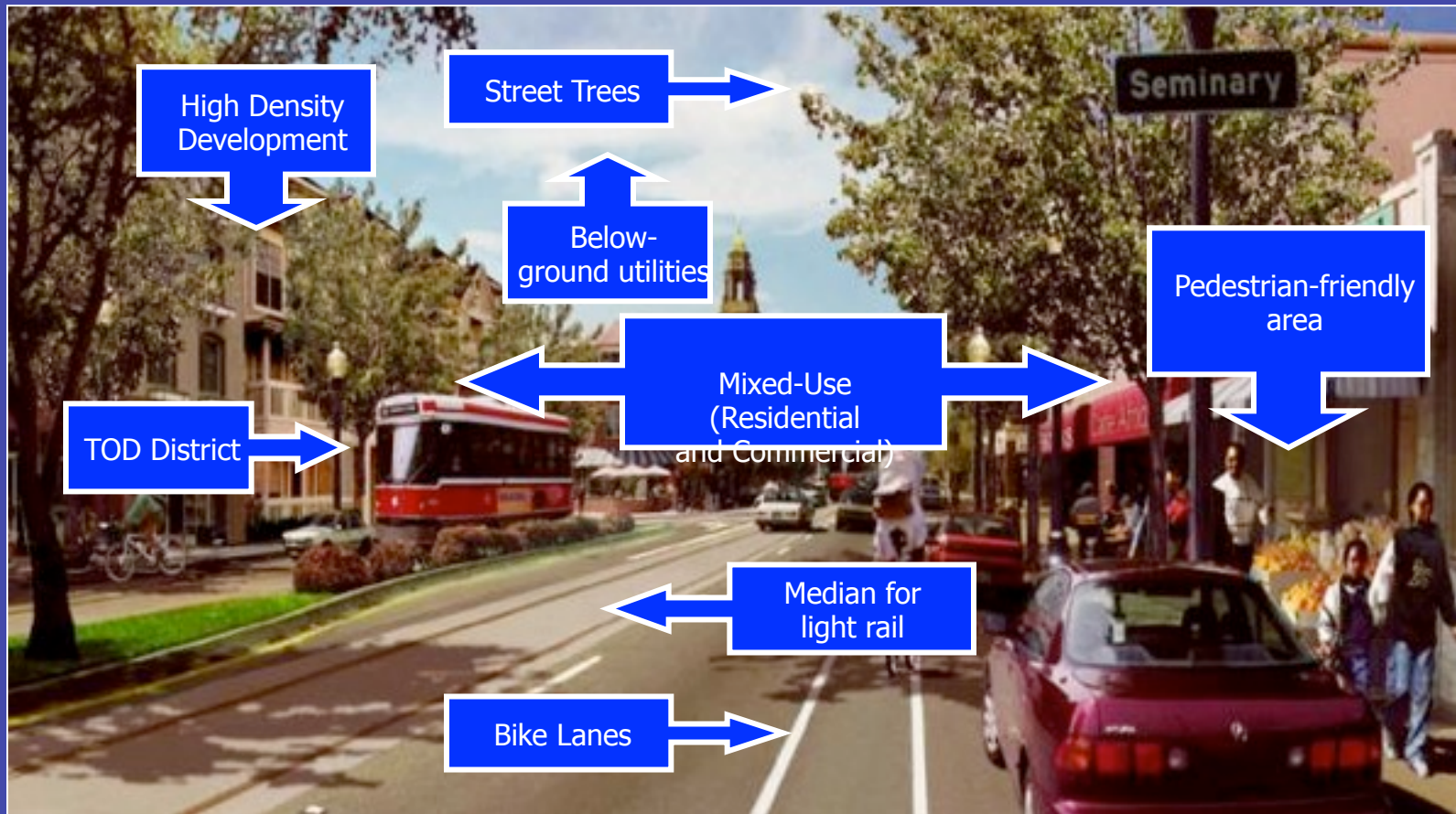
Duany Plater-Zyberk & Company

Conventional Design



Urban Advantage

Smart Growth Street Design



Urban Advantage



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What Smart Growth “Is” and “Is Not”

**More transportation
choices and less traffic**

**Not against cars
and roads**

**Vibrant cities, suburbs
and towns**

Not anti-suburban

**Wider variety of
housing choices**

**Not about telling people
where or how to live**

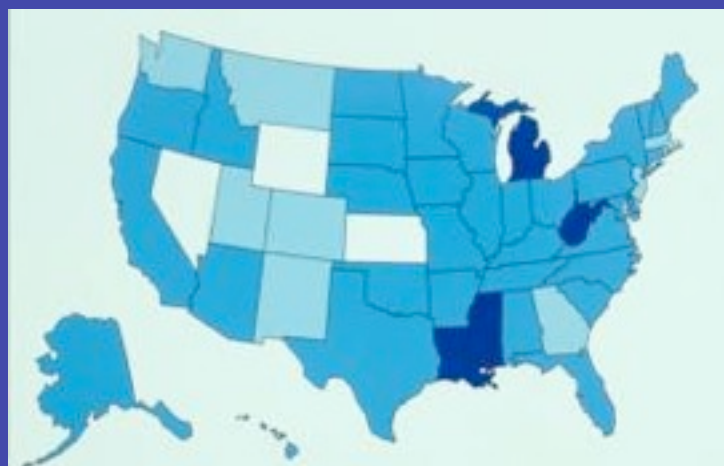
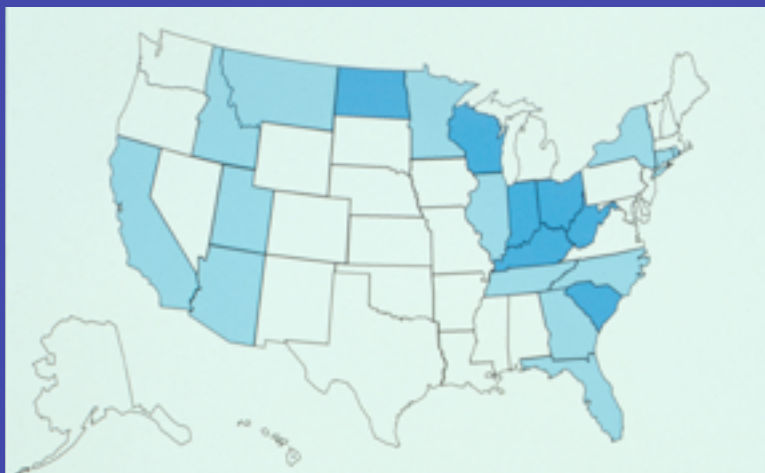
**Well-planned growth that
improves quality-of-life**

**Not against
growth**

Reasons for Change

- Traffic
- Budget and Taxes
- Environment and Open Space Preservation
- Workforce Housing
- Economic Competitiveness
- Uniqueness of Place
- Getting it Right the First Time--Retaining Value
- The Market is There

Prevalence of Obesity* among U.S. Adults in 1985, 1995, 1998



*Approximately 30 pounds overweight

San Pablo Avenue, El Cerrito, California



Urban Advantage

San Pablo Avenue, El Cerrito, California



Urban Advantage

San Pablo Avenue, El Cerrito, California



Urban Advantage

San Pablo Avenue, El Cerrito, California



Urban Advantage

Resources

- Smart Growth Network www.smartgrowth.org
- International City/County Management Association (ICMA) www.icma.org
- Local Government Commission www.lgc.org
- Congress for the New Urbanism www.cnu.org